

# Beeline

Summer 1996



Vol 4



No 3



# What's Buzzing?

## A letter from the Chief of Civil Engineers

*Dear CEC Officer:*

*I want to share with each of you the next step we are taking in Total Force integration. Some very important decisions have been made that will continue to reinforce the "One Navy" Spirit that the CEC and Seabees have demonstrated continually. First, we have decided to formally integrate the Reserve Naval Construction Force Support Command (RNCFS) into the Naval Facilities Engineering Command, with a two-star reserve Vice Commander to oversee reserve issues and contingency engineering. Secondly, we have decided to double-hat the Commander, Atlantic Division, as Commander, SECOND Naval Construction Brigade (NCB) which will make it the same as the Pacific where our EFD Commander is both Pacific Division and THIRD NCB. Lastly, two reserve one-star billets currently located at the RNCFS and the Naval Reserve Contingency Engineering program (NRCEP) will be moved to the Atlantic and Pacific Divisions as the Vice Commanders for Contingency Engineering and Reserve Matters, with each "double hatted" as the Deputy Commander of the respective Brigades.*

*Having our senior reserve flag located at headquarters will provide a single leadership chain for contingency engineering and reserve issues, improve coordination of policy and planning, and consolidates CEC and Seabee community management functions. We want to replicate this active/reserve headquarters synergy in the field, hence the decision to move the one-star billets to Norfolk and Pearl Harbor. These moves will place strong, flag-level involvement on contingency engineering while ensuring continued and expanded reserve involvement in both Brigades.*

*A strong integrated Force is critically important to me and to the U. S. Navy. So, I am pleased that we are able to move to the next step in integration in October of this year. I am convinced our Total Force will be even stronger as a result, and will position us to move better prepared into the twenty-first century. Thank you for your continuing superb contributions to our success. Keep charging!*

*Sincerely,*

**D. J. NASH**  
Rear Admiral, CEC, U.S. Navy





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## On the Cover

The workhorse D-7 Cat gracing our cover gives a splendid accounting of itself during the AUX II Runway Refurbishment Project at Yuma, Arizona. The Seabee operating the behemoth is the NMCB 17 *Sidewinders'* EO3 Ekensteen. (Photo provided by Lt. Cmdr. R. C. Trimmer, NMCB 17)

The *Beeline* is published in accordance with Department of the Navy Publications and Printing Regulations, NAVSO P-35 (Rev. May 1979). Opinions expressed in the *Beeline* are not necessarily those of the Department of the Navy. Articles about Seabees and Naval Construction Force units or personnel may be submitted to: Editor the *Beeline*, RNCFS Support Command, 5000 Marvin Shields Blvd., Gulfport, MS 39501-5016. RNCFS Support Command WEBSITE: <http://members.aol.com/rncfsc/htm-files>. Telephone 800-782-3510, 601-871-5022, or DSN 868-5022. Fax 601-871-2990. Internet E-mail: [mooney@navresfor.cnrf.nola.navy.mil](mailto:mooney@navresfor.cnrf.nola.navy.mil). Rear Adm. T. J. Gross, Commander RNCFS. Cmdr. T. A. Yeager, Public Affairs Officer. JOC William Mooney, Editor. JO1 Calvin Gatch, Staff Journalist.



## Team Yankee

*Mass casualty exercise in Chicopee, Mass.,  
trains Seabees, Marines and Air Force personnel*

**A**t the start of a summer weekend, Members of NMCB 27's Air Det. Delta Company arrive at Westover Air Reserve Base in Chicopee, Mass.

They are there with bulldozers, trucks, loaders and backhoes to set up and provide transportation for "Team Yankee", the Seabee-style, mass casualty exer-

cise camp. The camp's mission is combat construction support for the Marines, and consists of tents on wooden platforms ("seahuts") with electricity and heat run in from outside generators, portable toilets, and a water buffalo.

By Saturday at noon camp is set up and the lucky ones go to bed.

For the mess specialists,

however, the day is soon to begin. They are up until 4 a.m. preparing a hot breakfast at the portable field kitchen and mess hall. Everyone is in the chow hall by 5 a.m. because at 6 a.m. "Team Yankee" begins.

The weekend's exercise transports members of NMCB 27 to the Bracko/Possavina corridor of the U.S. Implementation Force (IFOR) sector to develop transportation and provide supply functions. The enemy is trying to disrupt the peace process guaranteed by the Dayton accord.

Aggressive forces (Marines) are attacking the defensive perimeter established by the Seabees. As the Bosnians (Seabee patrols)





Severe casualties are medivaced.  
(Photo by PH1 George Chen)

are attacked and take on casualties, they go to the investigation area where they receive immediate first aid in the field. The most serious injuries are medivaced while the others are transported to a remote first aid station.

This type of humanitarian exercise provides excellent joint training for several reserve components and is the culmination of a year-long program for "Team Yankee." According to Master Sgt. Cynthia Begue, the Air Force's exercise briefer, "When we first got here our radios did not work



well. The Seabees hooked up a box to amplify (the sound) and now we can hear everything."

This Seabee unit is the battalion's Air Det., providing support for Marine Expeditionary forces or units. The basic idea is that the unit can be ready to leave within 48 hours and airlifted to wherever it is needed.

The training is crucial. Seabees learn to load material and personnel onto aircraft and to prepare their equipment for air transport. Fortunately the Air Force has the facilities and material at Westover to provide this training at no cost. In return the Seabees have built sea huts, towers and a family camp ground for the Air Force.

"As an Air Det.," says the Battalion's PAO, Lt. J.g. Larry Merola, "we need the training that the 439th Airlift Control Element can provide to our Seabees. 'Team Yankee' again reinforces drill-smart initiatives at local military bases."

**Lt. Cmdr. Joan O'Connor**

LEFT and PREVIOUS PAGE, TOP: Very realistic casualties are provided with expert care by stretcher bearers. (Photo by PH1 George Chen)



BU2 (DV) Brian Witman, attaches a pyrotechnic lead initiator prior to detonating an underwater charge. (Official U.S. Navy photo)

## UCT 1 blasts pier damaged by winds

Seabee divers from Underwater Construction Team (UCT) 1 recently demolished and removed a large section of a concrete pier that collapsed during high winds at Naval Base Norfolk this past winter.

The 125-foot long pier section was under about 30 feet of

water among rows of Navy surface ships moored along the waterfront.

In early spring a team of about 15 Seabees from UCT 1 began demolishing the submerged structure. Drilling holes in the concrete and placing explosives, the Seabees blasted the pier into smaller sections that could be lifted out by a crane.

"It's been a real good job for us because we get experience in different skills like drilling, cutting, explosive placement, rigging

and using hot water suits," said BUCS (SCW/MDV) Davy Daniels.

Hot water suits use heated water circulated through tubing inside to keep the divers from getting too cold during lengthy dives.

"This is the first demo pier removal I've done and the first time I've drilled with a hydraulic drill. It's good training for all of us," said E03 (DV) Wayne A. Walker after emerging from the water.

He explained that the water is usually pretty murky, but on that day the visibility was about five inches — better than usual.

Special diamond-tipped drill bits were used to cut through the steel-reinforced concrete to drill rows of holes for the explosive charges.

Because the pier is on the waterfront of a busy Navy base, with various vessels nearby, the blasts had to be carefully controlled.

Members of the base Explosive Ordnance Disposal Team were on hand to help ensure safety during the project.

Once the blasting was completed, the divers worked with crane operators to remove about 600 tons of concrete and steel debris from the bottom.

**Daryl Smith,  
2nd NCB PAO**

## Getting to the Bottom of It

In Guantanamo Bay, Cuba, the Det. Alfa crew assembles a work platform for a sewerline project. (Official U.S. Navy photo)





## UCT 1 Divers work on two projects in Cuba

In Navy diving protocol the verbal exchange marking the start of an official Navy dive is a carry-over from submarine diving.

When they hear, "I'm Master Diver Hierholzer and I have the side!" — all hands on dive station respond loudly and in unison — "Master Diver Hierholzer has the side!"

This refrain was heard often at Naval Station, Guantanamo Bay, Cuba, where two air detachments from UCT 1 were deployed for one month early this year.

Air Det Alpha conducted operational underwater project tasking, while Air Det Charlie did extensive diving training offshore.

Alfa's first project was to provide underwater inspection services on the base's desalination plant by diving inside and examining the plant's six-foot diameter salt water intake pipes. By looking for cracks in the concrete and spalling, and examining marine growth, the divers gathered important information for the plant's operators and maintenance personnel.

Even under ideal conditions, diving can be hazardous, and diving in a confined space with little or no visibility only adds to the risk. To ensure the safe completion of this pipe inspection, the divers maintained direct voice communications with topside personnel at all times.

The second project involved installing approximately 1,000 feet of 8-inch diameter PVC pipe to serve as an outfall for the base's sewage treatment plant. The job required close coordination and teamwork because the entire outfall was constructed by joining individual 20-foot long pipe sections together on the surface while divers were setting and securing the pipe to concrete saddles on the bottom. The outfall was completed safely, well ahead of schedule, and with quality workmanship.

While Alfa completed their

work, Charlie was in Guantanamo Bay undergoing command diver refresher training. This intensive, three-week training period exercises all of the command's operational and emergency diving protocols, and works with specialized underwater tools and equipment. Frequent training of this type is critical to maintaining the highest levels of diving safety and operational efficiency.

Typical diver training consists of one week of classroom instruction followed by two weeks of in-water diving. During the diving phase, Charlie personnel had an opportunity to practice a variety of specialized skills including underwater cutting and hydraulic tool use. They also practiced various diving procedures including what is called surface decompression, or "Sur D," diving. This special technique allows a diver requiring decompression to decompress on the surface in a recompression chamber, instead of



in the water, as would ordinarily be required. For deep, long duration dives, "Sur D" diving offers several advantages including added safety for the diver and less time required for decompression.

After Guantanamo Bay, both air detachments will be deployed to several different sites in the coming months performing a wide variety of underwater tasking.

**EA2 Calumpang**

UCT 1 is composed of three, independently deployed detachments of 15 Seabees each and a permanent homeport support component. The entire command consists of three officers and about 60 enlisted personnel, of which about 50 are Seabee divers. The divers of UCT 1 are tasked with constructing, repairing and maintaining the Navy's waterfront and ocean facilities throughout the Atlantic and Europe.



TOP: Det. Alfa crew members assemble the work platform for sewerline project. ABOVE: Master Chief Ingalls exits the recompression chamber following a surface decompression dive. (Official U.S. Navy photos)





FAR LEFT: CMCN Jamie E. Sherry concentrates to bring all the disciplines of her art together. LEFT: Sherry's intensity helped her win first place and drew compliments from her competitors. (Official U.S. Navy photo)

## NMCB 4 Black Belt

With CMCN Sherry, Okinawa tradition meets Navy competition

**C**MCN Jamie E. Sherry, NMCB 4, couldn't be happier to find herself in Okinawa, Japan, the country where her martial arts form originated.

Sherry, a native of Poulsbo, Wash., has been studying Okinawan Goju Ryu, a form of karate, since she was nine. She is currently a first degree black belt.

Recently Sherry had the chance to demonstrate her talent during the Kadena Cup Challenge II.

The martial arts tournament took place in the O'Conner Gym at Kadena Air Force base, Okinawa, and was open to all martial arts forms.

"I was particularly interested in this competition," Sherry said, "because it is Okinawan Goju Ryu that I study. I was really excited about performing my kata (a non-fighting demonstration of martial arts technique and skill) and showing my style of art in the land where it was developed."

Because she hadn't been to a formal competition ("dojo") in more than a year and a half, Sherry was concerned that she

might not perform as well as she would have liked.

"I practice regularly but I was still a little bit rusty," Sherry said. "When you train for a competition, you usually train every night. You do your katas and you usually do them in front of someone else who knows the kata and can critique you. You do each individual movement slowly, and you pay attention to it."

"A lot of extra physical training is also necessary so you will have the extra energy and stamina for a competition. I didn't do that kind of training for this tournament. I have just been practicing my kata for meditation and keeping up on my technique."

The tournament attracted more than 100 competitors from different belt levels and martial arts disciplines. Sherry competed against nine other black-belts during the kata competition. A tie between her and one other competitor produced a runoff in which Sherry held a slight edge, thereby winning the title of Grand Champion in kata.

"I felt great," Sherry said. "I learned a lot about myself and

where I am right now. I also know the things I need to do and work on."

Following the tournament, a number of competitors congratulated Sherry on her victory.

"A few of them commented on the intensity I had and that was a real compliment to me," Sherry said.

"That's something that only comes with time and a good understanding of the techniques being used. That shows me that I'm on the right path. It made me feel good."

Sherry was an active competitor prior to joining the Navy. "I've gone all the way to the Junior Olympics (held in Florida), which was the highest I could go at the time," Sherry said. "I was 17 and I won two gold medals for kumite (fighting) and kata."

"I've enjoyed competing in the U.S. and now in Okinawa. Winning is nice. However, it isn't what matters most. I enjoy the traditional aspect of my art and its history. I'm pleased to finally be able to see and train in the land of its origin."

JO1 Michael B. Murdock





# Everyday Heroes

*NMCB 74's*

*First Class Association*

*builds a safe and fun*

*playground*

**S**itting in the classroom all morning waiting for recess.

You hop from foot to foot as the teacher makes you line up.

Then you're released ... you're free.

It's time to run wild and...do what?

The mud puddles are deep enough to require life guards. The sun's sure out today though, making the home-built Formica slide hot enough to melt the elastic band in your B.V.D.s. You could brave the jungle gym but then you'd spend the rest of the day picking out splinters.

So you sit on the merry-go-round that's buried in the sand

and dream about super heroes swooping down and transforming your playground into something safe and fun.

With super heroes in short supply, NMCB-74's First Class Association contributed two weekends to upgrade the playground at the First United Methodist Church School in Gulfport, Miss. The existing wooden structure was in a sad state of repair and didn't meet state regulations.

"This was a great chance for the association to get together, have a lot of fun and do something for the community," said CEl David Davis, Association President. "Projects like this help retain a strong camaraderie and

give the battalion's new First Classes a chance to see what we're all about."

"The kids have really looked forward to this," said Linda Yokum, director of the Child Development Center. "After the first week's work, they spent a lot of time talking about what they were going to do."

After the last bolt was tightened and the area was policed, a tired group of Seabees "stress tested" the equipment.

Smiles on young faces were all the evidence these "everyday heroes" needed to see to know everything was working fine.

PH1 (AW/SW) Dave Kvello



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# Okinawan Dragonboat

## A cultural experience forges better relations

*The races honor the memory of a wiseman from the Chou Dynasty who drowned himself after deciding the state had become so wicked that he no longer wanted to live in such a place. His memory is celebrated as the dragonboats ceremonially search for his body and feed the water demons so they will not harm it.*

Members of NMCB 4 had the honor of representing the Seabees during traditional Dragon Boat races held last spring in Okinawa, Japan.

The Seabees were part of two Navy teams, male and female, which were made up of sailors from every Navy command in Okinawa.

The only female entries this year were the four U.S. service teams, and after a slow start the Navy team took the lead and never looked back.

The Navy men's team didn't fare quite as well against their competition, finishing sixth out of 52 entries. Nevertheless, both teams enjoyed the race which was

organized to help promote friendship throughout the island.

"It was fun. It actually didn't seem like five minutes and 46 seconds... it seemed shorter," said UT3 Sarah E. Meade, NMCB 4, Navy women's team. "It was fun. I had a great time. It was definitely an experience."

"The great thing about the event was the interaction between not only the Okinawans and the Navy, but between Navy and the other services," said Ensign Julia D. Worcester, NMCB 4, Navy women's team.

"There was great camaraderie between the sister services and the native Okinawans, especially for the men's boats, (the only boats with all-female crews were

the U.S. service entries; there were no Okinawan all-women entries).

"I think the greatest part of the race was that it showed the Okinawans that Americans are taking an interest in this cultural aspect of Okinawa," said Worcester. "We are not here just serving a military function. We have an actual interest in what's going on around us."

Most of the Navy participants had never competed in a dragonboat race previously.

The painted boats, costumes worn by many of the participants, and other pageantry added to the drama of the cultural event.

JO1 Michael B. Murdock



The Navy's team propels its 3,000-pound dragonboat forward. (Photo by JO1 Michael B. Murdock)



# Kings Bay Warehouse

## AT funds reservists at submarine base

**T**en reserve detachments of NMCB 23 have helped build a 50-by-50-by-16 foot warehouse at Kings Bay.

The warehouse will be used to store electronic parts for submarines homeported at Kings Bay.

This is the first time that reserve Seabees have been used for building at the base, according to Ed Doughty, a facilities planner at Kings Bay.

Doughty estimates the labor savings at \$50,000 to \$75,000, and hopes this project will be the first of many on the base.

"In the future we are looking at other buildings and projects we will need built with the reservists in mind," Doughty said.

"Hopefully Seabee reservists will be doing the same type of work at other areas on the base."

Story & photos  
PH2 David Law



*This is the first time  
reserve Seabees  
have been  
used for construction  
at Kings Bay*





## Seabees & Marines rebuild Yuma's C-130 runway

**J**ets and helicopters surge into the desert sky above Marine Corps Air Station Yuma, Ariz., using a World War II runway brought to life earlier this year by Marines and Seabees.

The runway, which was originally built in the 1940's, had served as a training airstrip for AT-6's, AT-4's, T-17's, B-29's, KC-130's and C-130's. It had been idle for many years after having been closed down in disrepair.

The new airstrip will provide a closer location for C-130 flight crew and air traffic support training. Local units previously had to travel 70 miles.

The joint rebuilding effort, Project AUX II, began in early January of this year. The project involved Seabees from Mobile Construction Battalion reserve units in the Midwest and the West. Units of 20 people from six battalions rotated every two weeks.

The battalions included: NMCB 22, headquar-







LEFT: A water truck plies the stretch of runway near the completion of the Aux II runway project, a joint refurbishing effort by Navy Seabees and Marines. BELOW LEFT: Tons of dirt were moved during the project. BELOW RIGHT: AC-130 glides towards the Aux II runway for an initial landing.

Photos & Story  
provided by  
Lt. Priscilla Baird

tered at Dallas; NMCB 17, Fort Carson, Col.; NMCB 25, Fort McCoy, Wis.; and NMCB 28, Shreveport, La. C-130 aircraft flew in all the detachments, making air embarkation training also possible.

Although the Seabees brought some of their own machinery, they also used Marine Corps manpower and heavy equipment. Marines from MWSS-371 Motor Transport and Heavy Equipments units provided both manpower and heavy equipment.

A total of 4 million gallons of water were hauled in for the project, an amount large enough to fill a lake 270 feet in diameter and ten feet deep.

The project involved ripping up about 3,800 feet of old runway. The 14,000 cubic yards of ma-

terial had to be hauled away. Then 17,5000 tons of new base material was laid down and compacted, followed by a double coat of chip seal.

Aux II proved to be a good training exercise. It provided hands-on training for younger personnel, while providing older members with leadership training. Each unit had a chance to do a portion of each phase of the work, from ripping up and removing the old material to spreading and compacting the aggregate base course. AUX II culminated in a ceremony March 31, after which a C-130 took off with the remaining troops from NMCB 28.





## Purple Star

NMCB 1 and NMCB 23 participated in a joint U.S. & British exercise held recently at Camp Lejeune. Purple Star involved 60,000 troops, including 180 Seabees.  
(Photos by PH1 (SW) Braxton Plunkett)





# Super K-span

NMCB 4 builds 171-foot long storage prototype for the Air Force

A crew of 18 construction personnel from Naval Mobile Construction Battalion (NMCB) 4 built a prototype Super K-span building at Kwang-Ju, Korea.

The building, which is similar to the World War II Quonset huts, is 171 feet long by 92 feet wide. It will be used for storage by the Air Force's 51 Fighter Wing, Det. 3.

The project began with the Air Force's 554 Red Horse Squadron backfilling and compacting the 200-foot by 300-foot site. More than 620 cubic yards of concrete were used in the footings, stemwall and a concrete floor slab.

At this point, the Seabees began using a MIC-240 machine to create the numerous arches that make up the Super K-span building. Strips of sheet metal, cut to a length of 111 feet, are fed into the MIC-240 machine which rolls the material into 92-foot by 26-foot arches.

Because of limited space on the site, these arches, each weighing 1,500 pounds, had to be lifted into place as soon as they were completed. A downsized crew of 13 Seabees completed this phase of construction in only seven working days.

Once the arches were erected the team was further downsized to eight members.

The final phase of construction involved excavating, forming and placing an additional 160 cubic yards of concrete for the endwalls as well as installing 26 mercury vapor lights and a fire alarm system. The crew also fabricated and installed one 16-foot by 16-foot bay door and one personnel door on each end of the building. The building has 15,732 square feet of secure, covered storage space. The completed building was turned over to the Air Force's 51st Fighter Wing in July.

Story & photo by  
SWC (SCW) Robert  
J. McCullough



Members of NMCB 4's Detail For Training Korea use a crane to place a building section at a Super K-span project in Kwang-Ju, Korea. (Official Navy Photograph)





# Short Bursts

## **Vice Adm. Harold W. Gehman nominated VCNO**

Secretary of Defense William J. Perry announced June 27, that the President has nominated Vice Adm. Harold W. Gehman, Jr., for appointment to the grade of Admiral, United States Navy and assignment as Vice Chief of Naval Operations.

Gehman currently serves as Deputy Commander-in-Chief and Chief of Staff, U.S. Atlantic Command in Norfolk, Va.

The nomination now goes before the Senate for confirmation.

## **Best receives Crime Victim Service Award**

Congratulations to Cmdr. Connie Best, a Selected Reservist with Naval Reserve Readiness Center Charleston, S.C., who was one of 13 presented with the annual Crime Victim Service Award. This award is the Nation's highest honor for people who help crime victims. Best, a college professor, received the award April 25 from Attorney General Janet Reno.

## **Commissary hike for tobacco products announced by DOD**

(NWSA) -- DOD has announced that starting Nov. 1, tobacco products in military commissaries will increase to match military exchange rate prices. Customers will still be able to purchase tobacco products at commissaries, but the exchanges will be charged with managing the sale of tobacco.

Under the new sales policy, the price of tobacco products in exchanges and commissaries will be the same throughout the services.

Any additional earnings gen-

erated from increased prices of those tobacco products sold in commissaries will go to non-appropriated fund programs.

The incidence of tobacco use, which was 51 percent in 1980, has been reduced to about 32 percent, according to DOD sources.

## **\$5,000 SMSA Scholarship announced**

A special scholarship to award \$5,000 per year was established by the Seabee Memorial Scholarship Association (SMSA) at its annual meeting on March 2.

The scholarship, named the CCM Roy E. Schaeffer, SVA/136th NCB Memorial Scholarship, was made possible by a \$186,000 gift of stock to the Association. This was the largest single gift ever made to the SMSA. Annually the SMSA gives 65 scholarships of \$1,500 each to sons and daughters of Seabees.

Rear Adm. Noah Long, the outgoing President of the SMSA, praised Mr. Schaeffer for his visionary gift that will help countless future Seabees and their children.

Long noted that a gift of appreciated stock is an excellent way to donate to a charity. The cost to the donor is only the original purchase value.

## **Mobilized reservists authorized to wear 'M' device**

(NAVNEWS 033/96) -- Reservists who have performed qualifying active-duty service in support of a designated contingency operation on or after Aug. 1, 1990, are now authorized to wear a bronze "M" mobilization device.

Approximately 282,000 reserve and national guard members are eligible to wear the device, including participants of the

Persian Gulf War, Operation Restore Hope (Somalia), Operation Uphold Democracy (Haiti) and Operation Joint Endeavor (Bosnia).

The "M" device will be worn on the Armed Forces Reserve Medal.

The new Executive Order accommodates service for both longevity and for mobilization through the use of bronze, silver and gold hourglass devices designating 10, 20 and 30 years of reserve service; the "M" device for service during a mobilization or contingency designated by the Secretary of Defense; and an Arabic numeral indicating the number of times the "M" device has been awarded.

For more information contact Lt. Col. Jones at (703) 695-3620.

## **CEC officer saves life in Croatia**

Lt. Cmdr. William P. Rooney, a reserve Civil Engineer Corps officer assigned to the United Nations High Commissioner for Refugees (UNHCR) in Croatia, recently helped save the life of another UNHCR member, Susan Kinsley, when she was struck by a car near a vegetable market.

Kinsley was unconscious, not breathing and bleeding from the left ear. Rooney radioed for help and then performed CPR and mouth-to-mouth resuscitation.

He then helped put her in the back of a civilian vehicle and continued CPR while heading to the local clinic. She began breathing while in the car. They were met by an ambulance, which took the victim to the Metkovic Clinic. Lt. Cmdr. Rooney then helped get her admitted to the Mostar West Hospital and then taken by helicopter to the Trogir French/German Hospital.

Kinsley survived and has been transported back to the U.S., where her prognosis is good.



A narrow town road that has been washed out presents difficulties for CBMU 202. The dump truck had to be backed up nearly half-mile before it reached the area. (Photo by EQCM (SCW) James E. Hughs, 2nd NCB Det, Gulfport, Miss.)

# Seabees tackle Old Man Winter

When New York is hassled during the Blizzard of '96, the Militia proves resourceful



**T**he 1995-96 winter which introduced the blizzard of '96 in January, nearly brought the state of New York to a halt.

With a disaster on his hands, Gov. George Pataki activated his state's Army and Air National Guard units and the Naval Militia. He tasked the units with assisting with snow removal, public assistance and disaster relief.

The Naval Militia is a federally recognized resource (under Title 10 of the Constitution) which the Governor can mobilize, under the same provisions as the National Guard, during periods of peak demand for disaster relief or when Naval skills are needed.

A group of New York State Militia Seabees, from CBMU 202's Albany, N. Y., detachment volunteered to aid their home state. Seabees from NMCB 7 augment unit, NMCB 133 augment unit and NMCB 21 (all New York residents) also volunteered.

"The Governor needed Seabees, particularly Equipment Operators and Construction Mechanics for their heavy equipment expertise," said CWO3 Richard E. Siek, who recently retired from active duty as a BUC and joined the reserve force. He located qualified Seabees to assist

in the relief and helped to staff the Naval Militia Office in Latham, N. Y.

"The Seabees worked closely with their Army counterparts to form a capable force.

The Army had equipment readily available that Seabee members were capable of operating. There was a lot of inter-service cross training," said Warrant Officer Siek.

According to Lt. Michael Perry of CBMU 202, who served as a liaison between the Emergency Management Office and the military forces, over 49 Seabees joined forces with the other services.

Approximately 300 pieces of military equipment were used to assist local crews to clear emergency snow routes and to ensure the delivery of meals to the frail and elderly.

When the snow began to melt many rivers and creeks began to rise, causing roads and bridges to washout. Pataki then initiated Operation Flood Emergency '96.

The joint forces' members quickly responded to their state's call once again. They concentrated their efforts on restoring roads that left houses inaccessible for emergency services. They also

played a major role in preventing the loss of a road to beach erosion in Westhampton Beach on Long Island.

In Middletown, N. Y., the mayor feared a creek would overflow the banks.

EQCM (SCW) James E. Hughs, from 2nd NCB DET Gulfport, led a joint force of 60 Seabees and National Guard members to build an emergency dike on the flooding creek's bank.

Later, the state police's call for help was answered when the joint force assisted a woman trapped in her trailer home by rising water.

After the water receded, the teams removed 128 tons of debris and hauled 3,931 tons of gravel for roads and removed 58 tons of spoiled food stuff from a supermarket.

Through the Naval Militia, the Reserve Seabees proved to be a valuable resource for the Governor and to the commanders of the National Guard forces.

Naval Militias were once common in all states and are a direct predecessor and a model for the modern Naval Reserve. Today, New York and Alaska are the only states with Naval Militias.

JO2 T. Scot Cregan



# From <sup>the</sup> ArcHive

## NCB 6 learns to build & fight at Guadalcanal

**T**he first Seabees in combat during World War II built bridges from abandoned Japanese timbers, hospitals from waste enemy metal, and roads from coral mixed with gravel. They salvaged Japanese equipment to make runways and slept and fought in foxholes covered with coconut logs.

From September 1, 1942 until January 4, 1943, the 6th Naval Construction Battalion (NCB) built Henderson Airfield, carved out runways from the "canal's" jungle and muck, and kept them operating through

heavy attacks. They built camps, piers, roads and bridges, storage tanks and fuel pipe lines and they generated electric power for all operations.

The first element of the 6th NCB — 387 enlisted and five officers — landed on Guadalcanal Sept. 1, 1942.

Shortly after arriving, a detail from the 6th took over construction and maintenance at Henderson Airfield. The Japanese had started grading and Marine Engineers had completed enough additional grading to make the runway usable for fighter aircraft. The soil was an unstable, elastic,

organic muck, partially corrected with a gravel base by the Japanese. NCB 6's detail began clearing for additional length, building up a crown and surfacing with Marston Mat, a prefabricated metal runway. Constant shellings by the Japanese interrupted the work. The Seabees had only two bulldozers, six dump trucks, one grader, one traxcavator, a carry-all scraper and two small scrapers. The Japanese had left 8 small tandem rollers and 15 trucks.

On Oct. 13 and 14 the Japanese launched an all-out air and ground assault to retake the island. Immediately after U.S. Fight-



Drums of gasoline are rolled up onto the beach.





*Guadalcanal*

ers lifted off to engage enemy aircraft, the entire battalion turned out to repair damage to the runway. Seabees kept the runway open during the five-day assault.

Bombings and shellings continued through the latter part of October and early November, but on a reduced scale. Despite the shellings and bombings suffered by the field, it was never out of operation for more than four hours and fighter air-

in. A battalion office, carpenter shop, photo processing plant, and sign shop were established. Soon, a sick bay, hospital, post office and repair shops were set up, making the camp self-sufficient. Finally Seabees built a chapel.

Fourteen Quonset huts were built as Marine Aviation galleys and hospitals. The carpenters also erected a signal tower, radar and beacon masts for the control of air traffic. Every piece of lumber used in the first two months on

ranging in length from 90 feet to over 200 feet. Most of the timbers for the bridges were left over from the Japanese and the hardware was cut from Japanese steel, heat treated and threaded in the battalion blacksmith shop.

The 6th U.S. Naval Construction Battalion endured one of the hardest battles in the Allies' Pacific Campaign. Thirty-one men were evacuated because of wounds or nervous

*Every piece of lumber used  
in the first two months on the island  
was salvaged from Japanese materials.*

craft were always able to land and take off in emergencies.

Food was a critical problem during the first three months of camp. Captured Japanese rice was the staple for about a month. The men worked long hours on meager rations and with very little sleep. Their resistance became low and several hundred fell prey to malaria.

Later, refrigeration was set up and more supplies brought

the island was salvaged from Japanese materials.

The Seabees constructed three 250-barrel fuel tanks at Henderson Field with a six-inch all welded pipeline that stretched 5,219 feet from the beach to the tanks.

During the 6th's stay on Guadalcanal they built and maintained about 24 miles of road, mostly of gravel and coral. They constructed four major bridges

breakdowns, 13 were killed in action and two died of illness.

The battalion left Guadalcanal with the lights on, a Presidential Unit Citation, a Silver Star, and the start of a tradition.

**Story & Photos  
provided by  
Sam Christian, Curator,  
CEC/Seabee Museum,  
Gulfport**





**T**hey are responsible for maintaining all the facilities in camp, and that can be a daunting task.

"We serve everybody in the camp; we take care of all the facilities here in Camp Shields," CEC(AW) Arn Stuart, Camp maintenance chief. "We're responsible for all the upkeep and maintenance of all the facilities."

Work ranges from unclogging drains and replacing lightbulbs to making sure heating and cooling systems operate properly.

"Our typical jobs? You name it," said Stuart. "We might have to make sure the heat is on and people are nice and warm when it's cold, and when it's hot like today, we make sure the A.C. is going. Stuart went on to lament that many people think that basic stuff, like lighting, is all that NMCB 4 does. "That is just a part of what we do," he explains. "Basically, anything that breaks in any of the facilities is Bravo Company's (responsibility)."

Bravo Company has two primary ways it finds out about maintenance needs through regular inspections and through the Trouble Desk, where camp residents can call and report any problems. A lot can go wrong.

"Pretty much everything you can think of: water heaters, boilers, cleaning out storm drains (and fixing) refrigeration units," said UT3 Sarah E. Meade, NMCB FOUR Camp Maintenance Trouble Desk. The Seabees may be known for their ability to build but they

## 'Our job? You name it ...'

While the majority of NMCB 4' Seabees are working on projects or attached to details and detachments, Bravo Company does its work in Camp Shields, Okinawa, Japan.

also need to be as self-sufficient as possible. That makes it necessary for them to set up and maintain their own field camps.

"On field exercise (FEX)... we're responsible for the set-up and upkeep of the showers, the galley, the laundry and power distribution," said Stuart. "It equates to the same thing we do in camp."

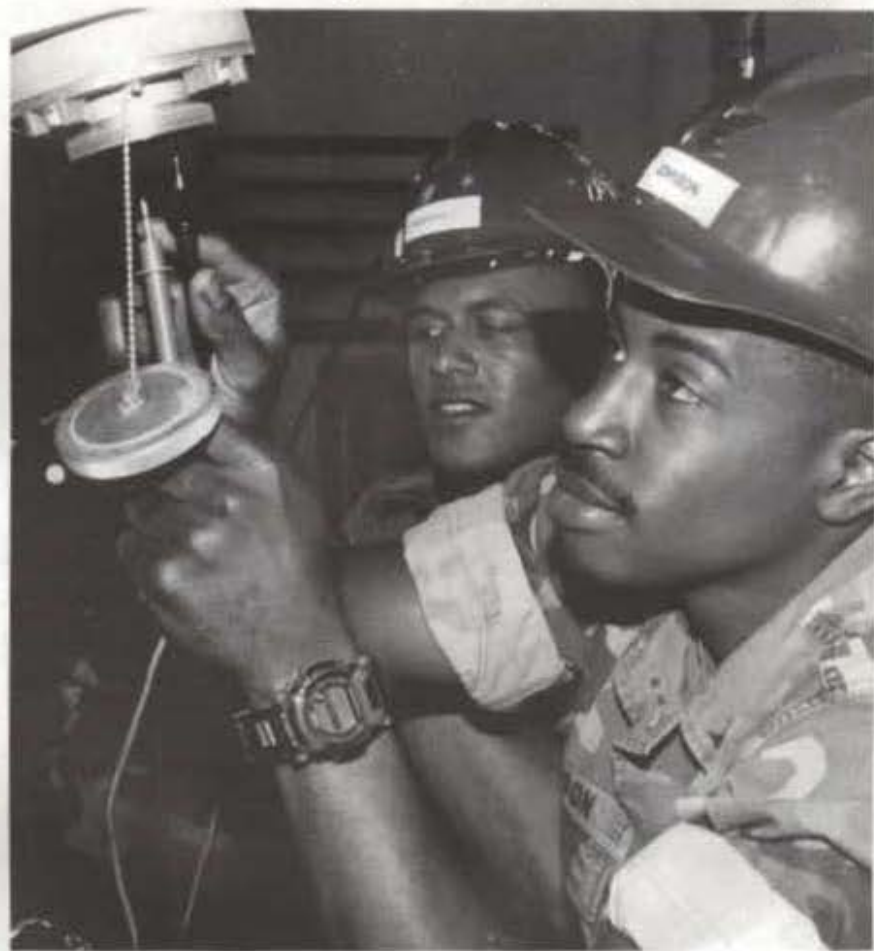
In the field, Bravo Company has complete control of the facilities they maintain, but in camp things can be different. Many sys-

tems they're responsible for must be physically maintained by contractors. Even though Bravo Company can't physically work on the systems, they are still responsible for making sure they work right.

"We don't do a lot of work on (the systems), but we go out and make sure we call the contractors," said Stuart. "Then we monitor them and make sure that things are getting done."

JO1 Michael B. Murdock

BELOW: CE3 Kevin D. Johnson and CECN Eric C. Rodriguez perform a preventive maintenance check at Camp Shields, Okinawa, Japan. ABOVE: SWCN Gerald A. Rawlins uses a cutting torch to cut pieces of angle iron. (Photos by PHI Julie A. Espy)







# News to Use

## Emergency leave clarified

By Lt. Kelly Watson

*The Bureau of Naval Personnel (BUPERS) NAVADMIN 136/96 clarifies two aspects of emergency leave accounting and policy. The message addresses emergency leave policies regarding American Red Cross (ARC) verification and government-funded travel.*

There is a misconception that commanders and commanding officers must have ARC verification of an emergency situation prior to authorizing emergency leave.

Navy policy does not require ARC verification of all emergency leave situations.

However, responding to this misconception results in a significant cost to the ARC which could be better applied to other services. Since most family emergencies are very time-dependent, emergency leave should be granted whenever the circumstances warrant, based on the judgement of the commander/commanding officer and the desire of the Sailor.

If the leave-granting authority is uncertain of the validity of an emergency situation, he or she should request verification assistance from the military installation nearest the location of the emergency and then, only if necessary, from the ARC.

According to DOD Directive 1327.5, time spent in emergency leave travel authorized at government expense shall not be charged to the service member's leave account. Conversely, time spent in emergency leave travel not authorized at government expense shall be charged to the service member's leave account.

The rules for accounting for leave involving government-funded travel differ depending on whether leave is taken within CONUS or outside CONUS. NAVADMIN 136/96 contains leave accounting guidance for both cases, along with examples illustrating the proper procedures for several likely scenarios.

One final note: The actual period to be charged as emergency leave will be determined by "in" and "out" endorsements on leave authorization or travel orders. If this is not possible, the Sailor must furnish a complete itinerary, including dates, hours and places of all departures and arrivals.

The information on emergency leave contained in NAVADMIN 136/96 supersedes the applicable text in the Military Personnel Manual (MILPERSMAN), Article 3020300 and will be reflected in the next change to the MILPERSMAN. Emergency leave accounting and policy questions should be referred to Lt. Cmdr. Milton Stubbs, PERS-202C, at DSN 225-3304.

## TRICARE Prime drops \$5 charge for enrollment fee

(NWSA) -- TRICARE Prime has dropped its \$5 processing fee for families who pay their annual enrollment fees in quarterly payments.

The Defense Authorization Act for FY96, section 713, specifies that the annual enrollment fee for TRICARE Prime (TRICARE's HMO-type health care option) may be paid over four quarters "without imposing additional costs on covered beneficiaries."

## Special ballot helps overseas members vote

(NWSB) -- Overseas voters not receiving their regular state absentee ballots in time may still cast their votes for federal office candidates using the Federal Write-in Absentee Ballot.

The write-in absentee ballot (SF-186) allows voters to cast ballots in general elections. On this "blank ballot," a voter may write either the candidate's name or the political party's name. Normally the write-in ballot does not include all state and local offices that a regular state absentee ballot includes.

Absentee write-in ballots are available through military voting assistance offices worldwide. Voters who receive the regular state ballot after submitting the write-in ballot are encouraged to submit the ballot and send it in, as local election officials are instructed to hold the write-in ballots until the state deadline for counting.

There are several requirements in using the form, and these vary from state to state. For more information on the SF-186, contact your installation or unit voting assistance officer.

Master Sgt. Stephen Barrett,  
American Forces Information Service



# Spoke & Sprocket

## The CBC bike patrolmen at Port Hueneme are a visible security presence

Master-at-Arms Chief (SW) R. C. Jones (right) and Torpedoman's Mate 1st Class Mark Trei cruise the streets of Naval Construction Battalion Center, Port Hueneme. They are the bike patrol. (Photo by PH3 Rick Sargeant)



**N**aval Construction Battalion Center (CBC) at Port Hueneme, Calif., with 9,100 military and civilian employees, now has extra law enforcement on the job.

You can see them on the boardwalk at Venice Beach and on the promenade in Santa Barbara, Calif.

What are they? A spoke and sprocket patrol? Better yet, who are they? They are Master-at-Arms Chief (SW) R.C. Jones; Torpedoman's Mate 1st Class Mark Trei; and Officers Frank Forbes and Carlos Trangonan — the CBC bike patrol.

Security Officer William Hudson stated, "It is beneficial to the community to have the patrol on bicycles to make its presence known in the housing area and around the base." Currently, two are on dayshift and two mid-shift. "The time we spend working on the patrol varies. We try to get out at least twice a week for four hours at a time plus our other responsibilities," MAC (SW) R.C. Jones added.

You may be asking yourself

why does CBC, which initiated the program three years ago, have a bike patrol for such a small community? "I found the bicycles in the equipment room at the Security Department when I came to Port Hueneme," said Jones. "That gave me the idea. Not only does the patrol help maintain a security presence, it's also personally beneficial."

Riding a bicycle may not sound like work but what's wrong with mixing business with pleasure? Jones describes the weekly routine as 'Good exercise.' "I ride when I'm not at work a couple of times a week," added Trei. "I think it is a good way to exercise and a positive influence in the community and provides personal contact." He has been in the department for two years, responsible for the armor and ammunition and weapons qualifications, as well as safety officer.

"I carry ticket books, paperwork and pencils in the bike bag," explained Trei. Both officers wear police duty belts with a pistol, pepper spray, hand cuffs and bullets. In addition, there is a bike pump and water bottles.

"Bicycles are more personable and approachable allowing the patrolmen more opportunities to interact with the people they come in contact with," commented Jones.

Major functions are to patrol the housing area, backup the vehicle patrol and assist with traffic.

Lately, the officers have concentrated on vehicle code enforcement. "We've helped with traffic safety. Due to the number of children who live and play in the housing areas, we have made traffic enforcement one of our primary areas of concern," noted Jones.

In addition, the two officers have had a positive influence on the 2,037 CBC residents by conducting bicycle shows at the Child Care Center and speaking about bike safety, proper equipment and riding procedures.

Jones noted, "The acceptance in the housing area by the dependents is one of the most positive things."

Doris G. Lance





# Career Corner

## Revised ECMO is more 'user friendly'

Courtesy of Naval Reserve Force Public Affairs Office

The Naval Reserve Enlisted Community Management Objectives (ECMO), a management tool used by manpower personnel and career counselors to determine manning levels and prospects for advancement, has been expanded from three to five manning categories to provide more precise information.

Enlisted members, E-1 through E-6, may

want to check out the latest ECMO, published quarterly, to see which career fields are overmanned and which rates are in demand.

The ECMO published in NAVRESFOR message 06100Z May 96 shows manning levels and prospects for advancement for 82 of the 109 different Navy rates. Those statistics are given below:

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## ECMO Manning Categories

Category A -- less than 75 percent critically manned (positive advancement opportunities)

Category B -- more than 75 to 100 percent undermanned (positive **projected** advancement opportunities)

Category C -- more than 100 to 125 percent desired manning (positive **projected** advancement opportunities)

Category D -- more than 125 to 150 percent overmanned (**extremely limited** advancement opportunities)

Category E -- more than 150 percent excessively manned (**extremely limited or no** advancement opportunities)

## May 1996 ECMO Projections

**For E-4 (Third Class Petty Officers)** -- ECMO projections listed 36.5 percent of the rates as Category A; 21.8 percent as Category B; 13.4 percent as Category C; 12.1 percent as Category D; and seven percent as Category E. Of the rates evaluated for E-4, seven were listed as "not applicable."

**For E-5 (Second Class Petty Officers)** -- The outlook for advancement showed 4.8 percent of the rates listed as Category A; 12.1 percent as Category B; 35.3 percent as Category C; 26.8 percent as Category D; and 19.5 percent as Category E. Of the rates evaluated for E-5, one was listed as "not applicable."

**For E-6 (First Class Petty Officers)** -- ECMO projections listed 4.8 percent of the rates as Category A; 13.4 percent as Category B; 43.9 percent as Category C; 13.4 percent as Category D; and 24.3 percent as Category E.

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## Opportunities for success are in the numbers

These projections show that an average of 23.9 percent of all rates listed for Third Class Petty Officer showed positive or projected opportunities to advance. In comparison, Second Class Petty Officers can expect an average of 17.4 percent of rates listed to present positive or projected opportunities for the future.

First Class Petty Officers can expect an average of 20.7 percent of the 82 rates evaluated to present positive or projected opportunities.

If you are interested in seeing where your rate stands, check with your local Command Career Counselor or take a look at the latest ECMO.





From  
the

# Master Chief

## Change and Opportunity

**W**e all get comfortable in our jobs and in our lives. Sometimes we get into what some would call a rut. Some pundit once commented that the difference between a rut and a grave was about 6 feet in depth. Change forces us to adapt, to question things, and to grow as individuals to successfully deal with new people, programs and ideas. As I get ready to detach from the Reserve Naval Construction Force Support Command, I see lots of changes on the horizon, some for me personally, but many more for the Naval Reserve, the RNCF Support Command, and the Reserve Seabees we rely upon as a Force.

As the Reserve Naval Construction Force Support Command evolves into a component and partner with the Naval Facilities Engineering Command, the resulting changes in organization and people offer an opportunity to address complex community-wide issues such as training, recruiting, retention and reserve administration that have not had the level of focus, energy or resources that the Chief and his staff at NAVFAC can bring to the table. If the Naval Construction Force is to function effectively and react to budget pressures, organizational change, and the shifting roles and missions of the Navy and Naval Reserve in the 21st Century, the re-alignment of the Support Command with NAVFAC is vital.

On the training side, the Navy is changing how we provide leadership training to enlisted personnel. The Navy Leadership Continuum will provide just-in-time training for all paygrades and prepare our future enlisted leaders for success. This two-week training program, as currently designed, will be mandatory for advancement for both active and reserve Seabees. We must be cautious in how we utilize this

program for our Selected Reservists. While two weeks of Temporary Additional Duty for an active Seabee generally centers on funding availability, the same two weeks to a reservist often involves employer and family conflicts that must be handled carefully if we are to both train and retain our reserve Seabees.

We must ensure that each reservist uses regular Annual Training orders to attend these courses and that sufficient funding of Additional Training Duty orders is made available to allow Seabees to continue to provide the exceptional levels of contributory support that our Fleet Commanders have come to expect. We cannot get caught in the trap of sending our personnel to the Leadership Continuum without anticipating that there will be some downside or trade-off in contributory support. On the other hand, we owe it to each and every reservist to ensure that they are given every opportunity to train and advance as a Seabee. Sending our troops to the Leadership Continuum will require some tough choices, but we must make the choice in favor of the enlisted person each and every time. We may be forced to "Just Say No" to Fleet Commander requests for project support where additional funding for contributory support is not available. We also need to be sensitive to the needs of our people. Where the reservist has already used his or her "military leave" to attend required training, we need to be certain that we do not put them in jeopardy with their employer by also attending a field exercise or performing contributory support duties in the same year.

**Carter Thompson, YNCM (AW), USNA (TAA)  
Admin Services Coordinator, RNCFSC**

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